

Dave Borst, sandblasting in left foreground, drew the honors to try the new bridge maintenance truck and equipment for the first time last month on the Astoria Bridge. In background are other crew members, L to R, Tom Campbell, Jeff Buchanan, and Fred Young, foreman. Young said, "It didn't take three of us to hold the hose, the photographer just wanted us to add some class to his picture."

Bridge maintenance truck first of its kind; does all

A self-contained painting truck, the first of its kind in Oregon, was put into use on the Astoria Bridge in June, after three years of planning and assembling.

The 40-foot truck can be used year-around for painting, sandblasting and washing down the 4.2-mile-long bridge.

It contains a 750 cubic-foot compressor and airless spray gun and hose that allows two people to paint or sandblast at the same time. The new truck also has a storage area for sand and sandpots, a workbench, sliding door cabinets, an air-filter-system and a rest room.

"I don't think there's ever been one built like it," said Fred Lucht, Region 2 bridge maintenance supervisor, although he says it has been used in a modified form.

The four-member crew can work below the bridge or high above it.

They will be doing "basically a touch-up job," according to Lucht.

The truck, which will be used exclusively on the Astoria Bridge, is composed almost entirely of equipment the maintenance section already had. The only purchase was the house on the back of the truck, where work and storage areas are.

Saves time and money

Lucht said the truck will save both time and money, as crews won't have to leave the work site during the day.

He expects to save millions of dollars, over time, because of the more efficient equipment and the fewer painting contracts that will be necessary.

With this crew and equipment providing touch-ups, a painted area usually lasting three years can extend to 10, said Lucht.

Hatfield to keynote

State's largest park celebrates 50 years

An old-fashioned community celebration is on tap when the 50th anniversary of Silver Falls State Park, 26 miles east of Salem and 14 miles south of Silverton, is celebrated late in July.

The park was created a bit earlier, but the original dedication occurred on July 23, 1933. The Golden Anniversary re-dedication event will be held 50 years later, almost to the exact day.

Festivities are planned for both Saturday and Sunday, July 23 and 24. The formal program will begin at 1 p.m. on Sunday, July 24.

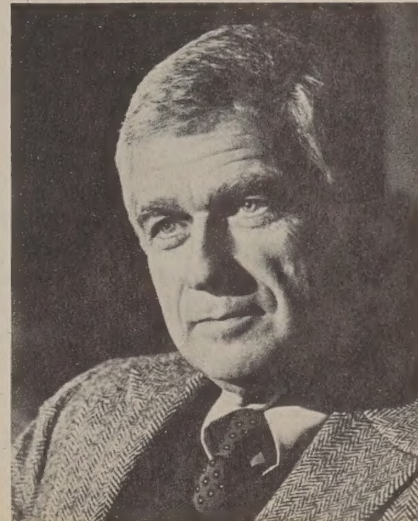
The main speaker will be U.S. Sen. Mark Hatfield. Master of ceremony will be L. L. "Stub" Stewart of Eugene, chairman of the State Parks and Recreation Advisory Committee. Special recognition to invited dignitaries will be extended by State Parks Administrator David G. Talbot.

Scheduled for both days is an antique vehicle display, a log cabin construction demonstration, a display showing logging trucks "then and now," folksingers, guided nature hikes, historic displays, films and a variety of other events. In addition, on Sunday there will be a concert by the Transtooters, a Dixieland band composed of ODOT employees, as well as performances after the formal program by the Sweet Adelines and Senate-aies.

Also available both days at a nominal price will be barbecued chicken dinners provided by the Sil-

verton Kiwanis Club. Hours will be from 11 a.m. to 6 p.m.

Handling most of the arrangements for the State Parks Division are Gary Schmidt, park manager,



Sen. Mark O. Hatfield

and Sue Chase, volunteer coordinator at Silver Falls.

They note that virtually everything is being donated by volunteers, individuals and organizations. Schmidt said the customary \$1 per entry day-use fee at the park will be suspended the weekend of the Golden Anniversary event.

ODOT runners high in nation

One team placed first, another second, and another fifth. "Not bad," said Doris Nelson about the three ODOT teams entered in the fifth annual National Transportation Week 10K running challenge.

Nelson, of ODOT administration, served as Oregon coordinator for the May national event involving teams from 16 states.

The 5-man team from Illinois
Continued on page 5

Marquam needs 'fix'

The Marquam Bridge over the Willamette River in Portland will be closed nights for repairs, beginning in mid-July.

The 17-year-old bridge needs resurfacing, said Al Harwood, operations engineer for Region 1.

"If we could simply close the bridge, do the job, then reopen it, we would not have much of a problem," he said. "But, being an Interstate highway bridge, with an average of 86,000 vehicles crossing it per day, makes it a difficult situation."

The bridge will be closed from 8 p.m. to 6 a.m. Monday through Friday during most of the four-month-long project.

One or two lanes may also be closed to traffic during the daytime to allow the concrete overlays time to dry and cure. Concrete usually requires three or four days to cure, Harwood said.

Marquam Bridge traffic will be rerouted over other city streets and bridges, mainly the nearby Fremont Bridge.

Inside



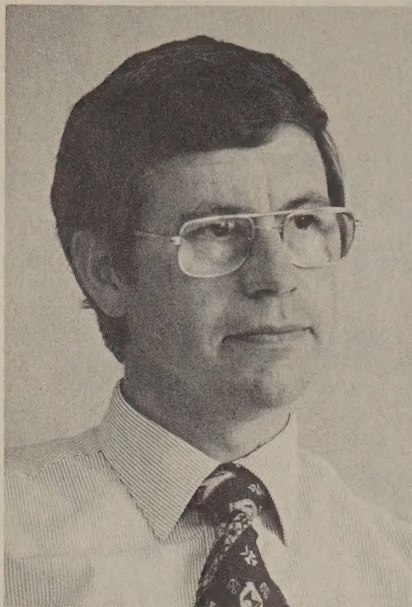
Pitts brightens rest area ...page 5

Filling the gap ...page 3

First female Senior Weighmaster named ...page 7

Director's Corner

Fred Miller



Several of us recently attended a conference of the Western Association of State Highway and Transportation Officials (WASHTO). I am frequently impressed by ideas that can be generated in discussions with transportation leaders from other states. In this instance, some interesting conversations developed about how to apply new technology to transportation activities, and how to improve communications by and within departments.

Here in Oregon, we will continue to look at ways we can improve our application of data processing and telecommunications. We are ahead of some states, but we have something to learn from others. It will require a commitment of energy, but we must make a special effort to stay ahead in this rapidly changing field.

We must make sure, too, that we communicate our needs and the positive things about our programs to the public. A point made at WASHTO was that communications with the public really require that we communicate efficiently within the department. In the weeks ahead, we will be discussing how to make sure that we are doing a good job of letting our employees know what we are trying to accomplish, and what our positions are on policy issues.

Always good ideas

At the time of this writing, the legislative session is in high gear. Some legislators are expressing a concern about raising taxes and fees, but there seems to be a general recognition that this must be done in some areas. We are working hard to convince legislators that our programs must be adequately funded. At this time, I continue to be optimistic that the Legislature will recognize our needs and provide the necessary funding. I expect we will know the answer to that question by the middle of July.

The legislative session makes it difficult to get into the field as much as I would like. There are always good ideas to be picked up on field visits. That includes Safety Award banquets.

Opportunity to visit

Recently, an employee's wife mentioned to me that the Safety Award banquet was a real opportunity to visit with some of her husband's colleagues whom she had not previously met. During our discussion, we talked about how family members seldom seem to get acquainted with many of the spouse's colleagues or with their work places.

We talked about the idea of an expanded lunch hour, or a session at the end of the day, depending on work requirements, that would be geared to letting families learn more about the department, its programs, and its people.

The idea would not work everywhere throughout the state, but it seems to me to be a good thought. I would appreciate hearing how you feel about the idea.

Lawmakers begin final drive for July sine die

By George Bell

Assistant Director for Intergovernmental & Public Affairs

Capitol insiders are now talking about a mid-July *sine die*, instead of the end-of-June target aimed at earlier by the presiding officers.

But it's still anyone's guess when the session will end, mainly because the fate of the sales tax appears uncertain in the Senate, and because no other property tax relief plan seems to be winning much support at this point.

Be that as it may, most of the legislation important to ODOT appears to be pretty well through the process by now.



The big exception is HB 2041, which would increase the state gas tax by one cent on January 1 in 1984 and 1985. That vital measure has been waiting patiently in the House Revenue Committee until the sales tax issue was decided.

The bill's chief sponsor, Rep. Jane Cease, D-Portland, is confident "the votes are there" to enact it without referral. But the bill still has a long ways to go before Gov. Vic Atiyeh can sign it into law.

Trying to rescue

One other exception is HB 2168, which would increase certain driver license fees, and permit drivers to renew their licenses by mail every eight years. The bill suffered an unexpected defeat in a House floor vote in mid-June, and failed again the following day upon reconsideration.

The fee increases would have provided a critical \$4.3 million in revenue during the 1983-85 biennium. Director Fred Miller is trying to rescue the important measure, and has made appearances before

both the Democrat and Republican caucuses in the House to urge legislators to take another look. Keep your fingers crossed.

Other than those two bills, the course is nearly run for most significant legislation affecting our department.

● HB 2190, which increases fees on recreation vehicles, with the revenue dedicated to state and county parks, is headed for the Senate floor (at this writing), and appears certain of passage. The bill is a budget-balancer for State Parks, and its passage was critical.

● HB 2284, which transfers the tourism program from ODOT to the Department of Economic Development, has survived a few snags in the Senate Transportation and Tourism Committee, and eventual passage now seems assured.

● SB 305, which increases fees for over-size and over-weight trucks, has now passed both houses, and is on its way to the governor's desk. The additional revenue will make that program self-supporting.

● HB 2164, which increases the locations from four to 15 where the state highway engineer may require traction devices, has cleared the Senate Transportation and Tourism Committee, and seems a certainty to become law.

● HB 2031, which rewrites and reorganizes without substantive change all the motor vehicle laws, has cleared both houses and will doubtless be signed by the governor. An interim committee will work on substantive revisions to the code before it takes effect in Jan. 1, 1986.

Even though ODOT's legislative program is in good shape, the legislature is still in trouble.

It must develop a property tax relief package that will be acceptable to the voters.

Like the TV spot about a certain travelers check, legislators don't dare leave for home without it.

Letters to the Editor

Job well done

Dear VIA:

The purpose of this letter is to express my thanks to one of your employees for a job well done.

I was involved in an unfortunate accident on the night of Feb. 6, with one of your plowing and sanding trucks in the Santiam Pass (the insurance people can argue about liability and fault). The car that I was driving was disabled and could not be driven. The night foreman for that area, Mr. Rick Preston, went out of his way to help me get the car towed, stay warm on a cold, snowy night, and secure transportation back to Eugene. He should be commended for his help and courtesy, and I hope that this letter will become a part of his permanent records.

Sincerely,

Charles R. Schrader
Eugene

Good Samaritan

Dear VIA:

If it were not for the Good Samaritan deed of one of your employees, I would have suffered considerable anguish and loss of much productive time. Tuesday afternoon, March 29, my pick-up was incapacitated along the highway. It was extremely stormy and my tools were inadequate to repair the damage.

As if in answer to my plea for divine help, Dale McGranahan, drove up and stopped. He not only encouraged me by quickly making several good suggestions, but he also grabbed a couple of wrenches and audaciously dropped down in the mud, removed the damaged part, and had me on my way in short order.

Men of this caliber certainly reflect a positive image of your department, and should be commended.

Please extend my gratitude to him.

Respectfully,

Richard Purkerson
Dallas, OR

EDITOR'S NOTE: Dale McGranahan is a traffic recorder technician on the Region 2 traffic crew in Salem.

Honesty and thoughtfulness

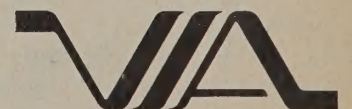
Richard Kuehn, (DMS, Salem)

Last Friday my husband, Rick Grimes, had his missing wallet returned by one of your employees, Richard Thomas, who had discovered it on a residential street in Salem.

Since we can't give Mr. Thomas a monetary reward, we want to thank him once again for returning the wallet. His honesty and thoughtfulness saved us both from considerable trouble and worry.

Sincerely,

Lynn and Rick Grimes



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Peter J. Brix
N. B. Giustina
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Director
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Chuck Elroy, project manager from Newport, looks over the geogrid material that is being used for the first time in the U.S. at the Devil's Punch Bowl State Park fill site.

Successful in Europe

ODOT tries new method of slide repair

A method to correct a landslide at Devil's Punch Bowl State Park, north of Newport, is being used for the first time in the U.S. by the Oregon Highway Division.

Its effectiveness in Europe has caught the eyes of American road-builders, especially ODOT's high-

way engineers.

The "newness" of the procedure is the use of polymer "Tensar" geogrids as part of the rebuilt or replaced foundations where earth slides have occurred. Polymer geogrids come in long rolls about 40 inches wide and resemble heavy plastic mesh material. They have high strength, and are resistant to the sun's rays and chemical substances that exist in soil.

A slide occurred recently on the Otter Rock Highway, off U.S. 101, serving Devil's Punch Bowl State Park. A slope supporting the road gave way, causing the slide and a large drop in the roadway.

Instead of installing a standard concrete retaining wall, or something comparable, the new technique has been chosen. Chuck Elroy, Newport, is the division's project manager.

Making a sandwich

The soil involved in the park slide is currently being removed, and the geogrid-reinforced soil is taking its place, according to John Marks, foundation engineer for the Highway Division. The gap will be filled with soil, but several layers of geogrid will be installed to provide extra strength and friction within the fill. The grids are laid between each

level of earth, "like making a sandwich," Marks said. The layers are 12 to 18 inches apart. The grids help hold the earth from sliding again by providing the extra strength the soil needs for stability.

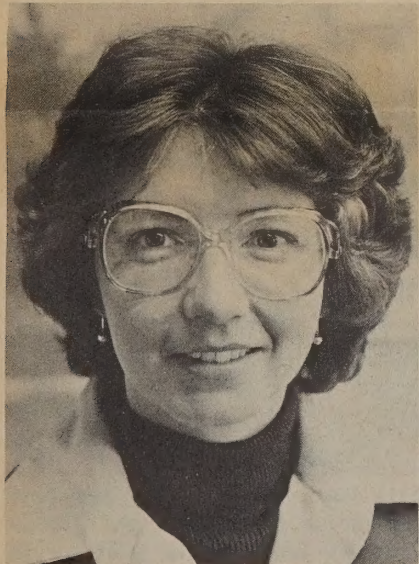
Slides usually result either from soil erosion or rock deterioration, and are activated when weight and pressure from the upper level of a slope become too much for the lower level to support.

Smaller slides

The geogrid method first cleans out or removes the slide material, then rebuilds (fills) the slide area from the base up, forming a strong foundation that will support the pressure from above. Its use is primarily limited to smaller earth slides and not huge, mountainous types.

"Costs are considerably less," Marks said, "maybe as much as half." The geogrid method is faster and does not require highly skilled workers such as carpenters, iron workers, and concrete finishers--just unskilled laborers. And, material costs are less.

FHWA and our neighboring states are following the progress of this project quite closely, Marks said. Now that the geogrid material is readily available, he sees no reason why it shouldn't be as successful in the U.S. as it has been in Europe.



Parks names female mgr.

Jeannette Gue-Steed has become the first woman field manager within the Oregon State Parks system.

She was recently selected as Park Manager B, or assistant manager, at Wallowa Lake State Park, six miles south of Joseph in eastern Oregon. The manager there is Dean Muilenburg.

A veteran of five-and-a-half years with the division, she began as a Ranger 1 at Umpqua Lighthouse, and served subsequently as a historian in the Salem office, director of the Visitor Center at Champoeg State Park, and as manager of the Conference Center at Silver Falls State Park.

Gue-Steed, who holds a bachelor's degree in parks and recreation from West Virginia University, said her new duties are much more maintenance-oriented than in the past. She helps supervise the work of four permanent and a number of seasonal employees.

Low budget cuts In-watts

The in-watts system, which allowed people to call government agencies toll-free from any location in Oregon, was discontinued June 30 in a budget cutback.

This included all in-watts numbers, except those of special agencies, such as Employment, Revenue, State Police and Children's Services.

One reason for the discontinuation is the service's high operating cost of \$500,000 a biennium. Another reason is that most state agencies with a large public have a regional office that callers could contact instead for information.

The cuts will also eliminate two full-time and two part-time operators.

Nakashima is new civil rights manager

Vicki Nakashima has been named ODOT's new Affirmative Action Officer and has changed her title to "Civil Rights Manager."

As such, she is responsible for the implementation of female and minority business enterprise contracts for non-highway construction services, the enforcement of the Civil Rights Act and the development of policies to carry out Affirmative Action.

"Vicki was recommended as the best person in state government for the position," said ODOT Director Fred Miller. "From what I have seen I would agree. She is positive and creative and has an attitude of trying to help employers do a better job. We must have a successful Affirmative Action program and I am confident that Vicki will help us."

Future challenges

Nakashima came to ODOT from the Children's Services Division, where she was the civil rights manager for four years.

Prior to that she worked for the Department of Human Resources Director's Office as a community programs specialist. One of her duties in that job was to administer the state's displaced homemaker program. She also has worked for the Portland Public School District.

She is busy with her new duties, which began June 1.



Vicki Nakashima

"Right now, we're preparing the ODOT Affirmative Action plan, which is an analysis of the current work force and an examination of the availability of females and minorities for ODOT positions," she said. "The plan will establish goals in situations where (they) are under-utilized in our current workforce."

Nakashima has set some personal goals, too. She would like to develop a recruiting system to increase the number of female and minority applicants for ODOT positions. She is also concerned with their upward mobility once they get the jobs.

Meeting people within the department and receiving input from them on the Civil Rights Program is another goal.

"I would like to see more training opportunities for ODOT employees in the areas of Affirmative Action and other civil rights-related programs," said Nakashima.

Years 5 Ago

The July 1978 issue of VIA reported that the chances of the Smith-Day Amendment making the November ballot were good. The amendment would strictly limit use of the Highway Fund to highway purposes.

This would eliminate transfers from the fund to the State Police, the Parks Division, and national area preserves. It also would cut funding for public museum grants.

Engineering unit

Survey and map parks

The following is part of a series describing the different functions of units and sections in the various divisions within ODOT.

Unlike some similar operations, the engineering unit at State Parks stays with a project "from creation to completion," according to John Hollingsworth, unit supervisor.

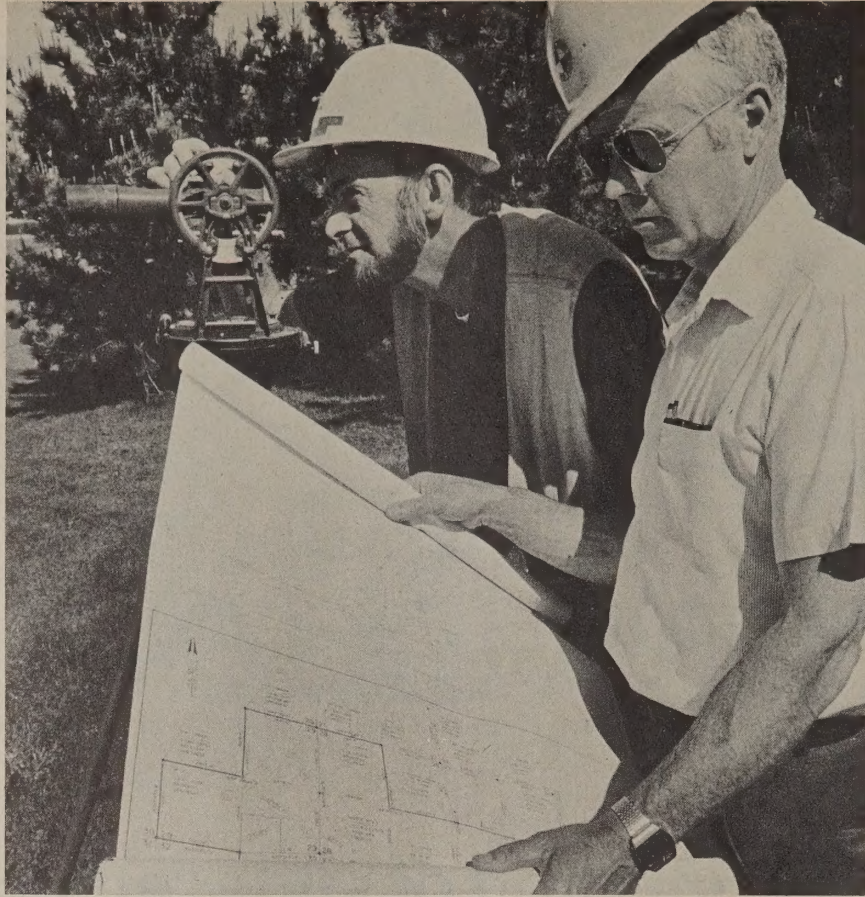
Hollingsworth, who celebrates his 20th anniversary with the unit and division on July 1, supervises two distinct operations -- an office engineering staff of three and, with the assistance of field survey supervisor Arnie Slack, an eight-man field contingent.

Stationed in the Salem headquarters are three project managers. They are Dick Holt, senior project manager, Jim Roethlin and Bob DeLess. Their basic responsibility is to design and follow through with park roads, parking lots, boat ramps, bike trails, sewer and water systems, slope protection and the like.

Upgrading water system

Follow-through constitutes the unique factor since the project managers do initial design, prepare contract plans and actually supervise construction. "It's a good system," in Hollingsworth's view, since it allows the individual doing the work on paper also to get an on-the-ground look at the results.

In addition to a variety of other duties, the Salem crew has been actively involved in recent years in a continuing process of upgrading water systems. In addition to design and construction of some new facilities, a range of treatment methods



John Hollingsworth, R, parks engineering supervisor, and Arnie Slack, field survey supervisor, check the plans and utility systems at one of Oregon's state parks.

have been designed as appropriate in individual situations. Hollingsworth said the end result is "good water quality" throughout the state park system.

Quality is monitored on a regular basis and information is forwarded to the Environmental Protection Agency and the State Health Division by Jan Shearer, a secretary with the unit. Hollingsworth's crews maintain close liaison with the various state agencies involved in monitoring water quality.

When at full strength, the field crew supervised by Slack consists of a pair of two-man operations and a single three-man group. Members

include Ron Hemmer, Bob LeTourneux and, until late June when he transferred to Highway, Ron Mills, as crew chiefs, as well as Gerald Cottrell, Lynn Boge, David Polly and Bob Staggs.

The traveling survey crews provide all the field information needed by the project managers for design of various plans. In addition, topographical information relayed by the field surveyors aids the design and master planning unit within the Design and Engineering Section.

The field crews place stakes to guide contractors, provide construction inspection at the field level, "tie-in" or locate on paper exactly where utility systems are located within parks, and spend time during relatively slow periods marking boundaries.

The survey crews also perform necessary work for the various other units within Parks, including the Willamette Greenway, Scenic Waterways, ocean shores, property acquisition and forestry.

Hollingsworth said that the team, both in the Salem office and in the field, are specialists aware of unique park circumstances which often require that trees and vegetation be saved and that utility structures be "hidden" behind natural screens.

Public Affairs makes changes

The 1983-85 biennium will bring some reshuffling of positions and supervisory responsibilities for the Public Affairs Office.

The Travel Information Section, managed by Shirley Eads, will be transferred to the Department of Economic Development by legislative act. The actual move is expected to occur sometime this fall, possibly October.

The Graphics Unit, managed by Roy Priem, will be moved under the supervision of the Public Affairs Office. Four full-time positions, previously supervised by the assistant director for administration, are involved.

ODOT offers career path counseling

Etta Foote, ODOT's part-time career counselor, has been busy handling all the business to come her way since the creation of the position.

"I was booked up three weeks in advance at first," she said. "Now it's leveled off, but I'm still full every Thursday afternoon."

Her new duties stem from recommendations made by the Women's Task Force, established last year to determine steps the department could take to improve working conditions for women.

Its top priority called for establishing a full-time career counseling position within the department. Foote, administrative training coordinator with the Employee Development Section, is filling the position on a part-time trial basis.

She tries to help all her clients make informed decisions on their careers by giving them encouragement, direction, and useful information.

"They like their jobs and want to stay, but they have to find a way to deal with the every-day frustrations," she said.



Etta Foote, serving as a part-time counselor for Employee Development, offers career guidance to one of ODOT's employees.

Foote said most of her clients have been from the Motor Vehicles Division. Although her focus has been on helping women, she has counseled three men in her two months on the job.

She said the men have had the same concerns and problems as women who want guidance and direction in their careers.

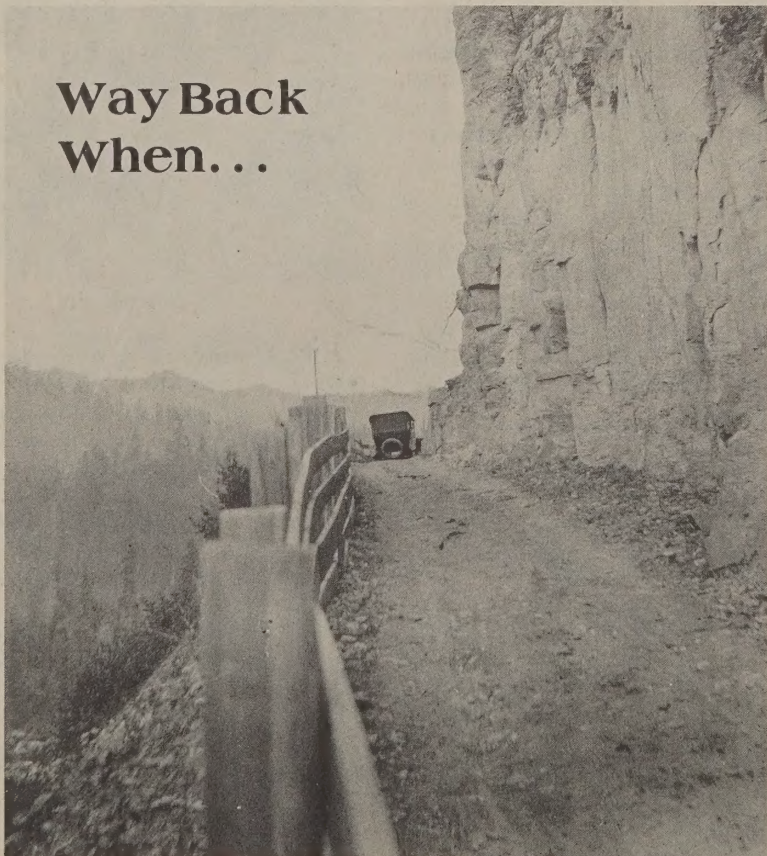
Career problems

"Men have had a little better idea of where they're going," she said, "although they still don't know what steps they need to take. They usually don't need to be quite as motivated as women--they're not as inhibited about moving around and changing careers."

Although Foote has only been in the job a short time, she thinks there is definitely a need for a full-time career counselor.

"I feel like I don't have enough time to devote to this," she said. "I would like to be able to followup on clients and establish an information file of contact persons for certain occupations, but I just haven't had time."

Way Back When...



Early roadbuilders were called upon to "move mountains and cross rivers," mainly with only the aid of picks, shovels, and horses. This 1916 scene of the beginning of the Willamette Highway, Oregon 58, near the Cascade summit in eastern Lane county, depicts the difficulty of the task. Notice the modern guardrail--and its need. To pass, drivers often had to back up to the nearest wide spot.

Pitts helps make rest area just a little bit nicer

By Kathy Patten

If you stop at the Santiam River Rest Area on Interstate 5, between Salem and Albany, please don't steal the flowers from the rest rooms.

Those bouquets of roses and wildflowers were placed there by June Pitts, a maintenance worker 2, who likes to do a little something extra to make the rest area attractive to motorists.

"They make it more homey," says Pitts, who sometimes brings roses from home and places them in paper cups and plastic jugs in the rest rooms. "It seems like they help keep it cleaner, and it doesn't take anything but time to pick them," she says.

One woman, returning to Oregon after being away for quite awhile, told Pitts the flowers made her feel "like she was coming home."

However, she says not all visitors are so gracious. Sometimes people steal the flowers, and usually the culprits are men.

Someone they care for

"Oh well," she sighs, "I know the flowers go to someone they care for."

Pitts' work has earned her praise from motorists, as well as John Gunter, District 4 maintenance supervisor.

"We have been receiving phone calls and letters from travelers about the cleanliness and little extra niceties in the area," Gunter said. "She

is a very dedicated, hard-working person."

Pitts started work at the rest area in March, having spent the winter clearing snow on the South Santiam Highway. She had never driven a snow plow before, although she had operated similar equipment for a Salt Lake City construction company prior to this job. "It's a piece of cake," she says.

Never lacks excitement

Although she considers herself a shy person, Pitts loves to meet and talk to the travelers, who often recognize her on return visits.

"Most of the people are just really neat. They tell me how nice this rest area is," she says.

It is the smallest but the busiest one on I-5, and her job never lacks excitement, according to Pitts.

Occasionally, recreational vehicles explode because of leaky propane tanks and Pitts must aid in the clean-up.

And sometimes she startles men who enter a restroom she is cleaning, see Pitts, glance at the delicate flower bouquets and think they're in the wrong place.

There are also animals to contend with, and Pitts has seen just about every kind from baby goats to donkeys en route to basketball games.

"I love the animals, but the owners are sometimes hard to deal with," Pitts explains.

Born and raised in Coos Bay, she is accustomed to the Oregon climate. She loves the wind and rain



Adding a little "extra touch" to the restrooms at the Santiam River Rest Area, between Albany and Salem, is June Pitts, maintenance worker 2.

and rarely runs for shelter during periods of bad weather.

"I'm not too crazy about the sun, though," she says.

Most of the time, Pitts works alone on her 10-hours-a-day, four-days-a-week schedule. Though she doesn't like to admit it, she often becomes so involved she loses track of time and works longer hours.

But on Wednesdays, she shares the load with Dick Nelson, also a

maintenance worker 2.

"We're partners," she says. "He cares. We work well together."

Nelson has been at the rest area for five-and-a-half years and has seen many workers come and go.

"June is one of the best I've ever worked with," he says. "She keeps things clean and does a good job."

One might say the Santiam River Rest Area, because of Pitts, comes out smelling like a rose.

Competition was fast, fierce and friendly

Continued from page 1

turned in a record open time of 187:19, beating runners-up New York and Michigan, which tied with times of 187:41, and fourth-place Maine with 189:32. Oregon was fifth with 190:02.

The 3-member women's team from Michigan also turned in a record time of 135:38 and defeated defending champion, Oregon, which placed second with 141:34. Hawaii was third with 146:01.

The Oregon 3-man masters team (40 and over) placed first with 116:10 defeating Georgia by more than a minute.

Cam Gilmour of Environmental was the top Oregon open finisher, and fifth nationally, with 35:37. Team members were Eb Engelmann, 37:53; Karl Krueger, 38:26; Vern Hahn, 39:00; and Mike Anhorn, 39:06. ODOT Director Fred Miller was a close finisher with 42:08.

Kathy Kubic, also of Environmental, was the top Oregon women's finisher, and fourth nationally, with 44:38. Her teammates were Doris Nelson, 47:51, and Pauline Brooks, 49:05.

Eb Engelmann, also of Environmental, led the winning "over-the-hill" team with his 37:53, followed by Krueger, and Tom Bricher with 39:57.

Oregon's top male runner from last year's second-place team, Doug Eakin of the Highway Division testing lab in Salem, was unable to run this year because of an injury.



Fifth in the nation, ODOT's leading male open runners are, L to R, Cam Gilmour, Eb Engelmann, Karl Krueger, Vern Hahn, and Mike Anhorn.



Two-mile "fun run" winners, Dave White, far left, and Ann Gooley, far right, jockey for position at the starting line.

Catching the photographer's eye was Pauline Brooks, one of 156 registered runners going through a variety of stretching exercises prior to race time.



Shannon Priem, former VIA editor now with SAIF Corporation, crosses the finish line along with 46 other "guests" of ODOT employees.



Second only to Michigan, ODOT's women's team included, L to R, Pauline Brooks, Doris Nelson, and Kathy Kubic.



Jerry Robertson is VIA's roving photographer. VIA's editors frame the question of the month, and answers are edited only for length.

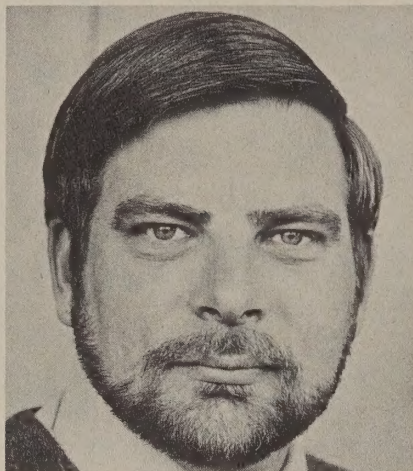
CANDID COMMENTS

What hopes or expectations do you have for your job during the next biennium?



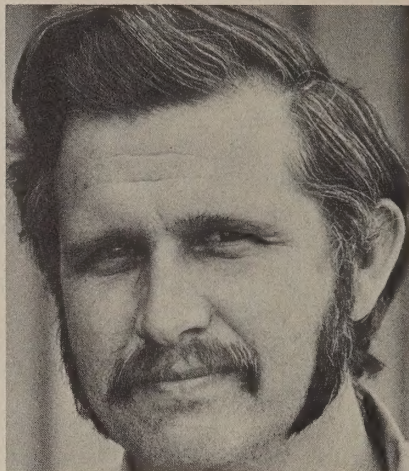
ELAINE MULDER, HWY
Clerical Specialist
John Day Maintenance Station

I would like to see more growth potential and more money. Job security means a lot to me. Eastern Oregon is getting more traffic and people are beginning to realize we're here.



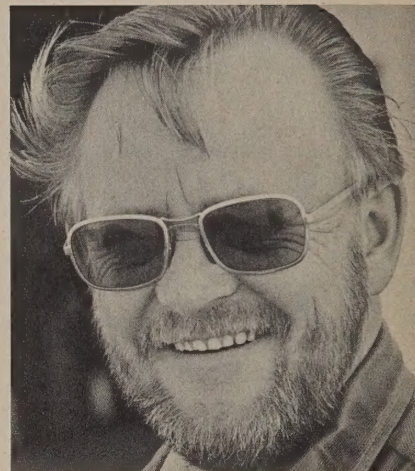
JERRY EAMES, AERO
Air Transportation Safety Specialist, Salem

I'd like the level of activity to get back to where it was in the previous biennium. Reduced revenues have curtailed a lot of important activities.



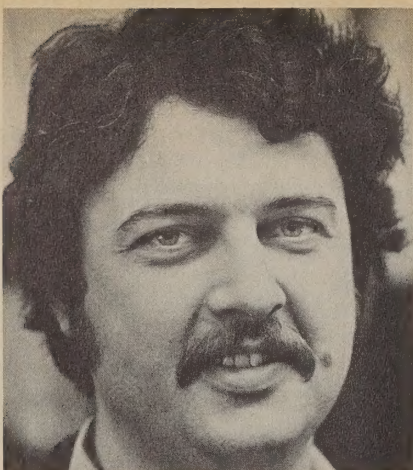
RALPH LEE, PARKS
Park Foreman, Prineville Res. State Park

I was hoping the job would stay and not get cut out. I would like better dental insurance...to help out the younger families. I'd also like to see a cost-of-living increase to cover last year, since we didn't get one then.



DAVID EVENHUS, HWY
Highway Maintenance Worker 3, Salem

My hopes are high for promotion in the next biennium because of my longevity, but my expectations are low because of the depressed availability of funds. I do hope, however, the state can see its way for the governor's suggested four percent cost-of-living raise, which we are in dire need of.



BOB OLIVER, DMV
MVR 1, Baker

The outlook is not real shiny. I don't think we're going to see a lot of wage increase, but I think job security is good. I don't think there will be any layoffs. I'm really optimistic. I think that things are going to work out in the long run.



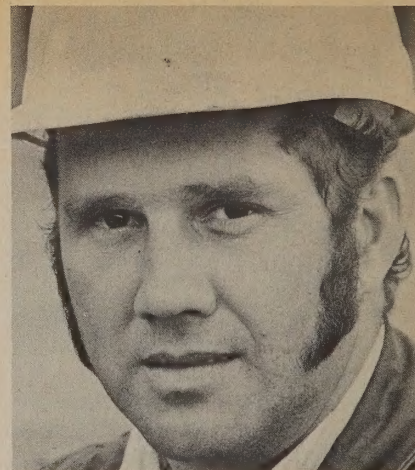
ROSEMARY BEYER, HWY
Secretary, Salem

I'd like more experience because I'm new. I'd also like some added responsibility and more exposure to state government and the way it works.



SYLVIA STEPHENS, DMV
MVR 2, Gladstone

I am looking forward to working with the DLIS (Driver's License Issuance System), which is a great help to our division and the public, and to working in the Portland Drive Test Center.

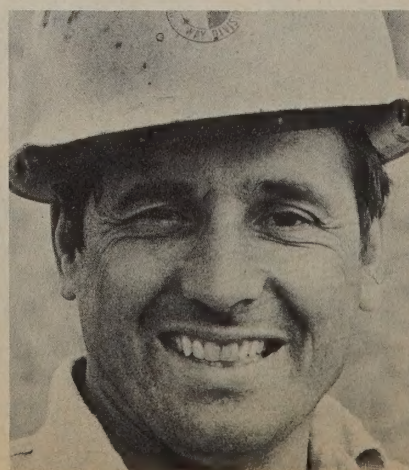
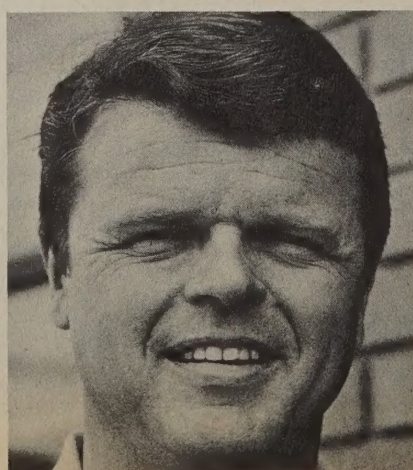


BYRON INMAN, HWY
Highway Engineer 1, Eugene

I basically enjoy the job I have, and my hopes and expectations are that I'll continue to enjoy it. I'm hoping that some promotional opportunities present themselves.

BILL ANHORN, HWY
Assistant Region Engineer, LaGrande

I'm going to be plenty busy. We've had some objectives and goals laid out for us by the administration that we'll be working to put into effect. I'd expect I'm going to ruffle some feathers.



JOSEPH WEBER, HWY
Highway Maintenance Worker 2, Hermiston

Increased benefits, especially in the health care field. Also, increased public awareness of how we are doing maintenance work with limited funds and manpower.

People Page

Remembering

The following retirees passed away recently:

Corey "Jiggs" Johnson, died May 29. He worked for the Highway Division 21 years before retiring in 1979 as Maintenance Supervisor at Santiam Junction.

Oliver G. "Mac" McComb, died April 14 in Lebanon. He started work for the Highway Division as a draftsman in 1946. During his career, he worked in many sections of Oregon until he retired in 1968 as a Highway Engineer 4.

Howard Thomas, 60, died May 30. He retired in 1978 as Highway Maintenance Office Manager for District 2C, Milwaukie.

Thomas, who started in 1962 as a Highway Maintenance Worker 2, also worked as an Assistant Maintenance Foreman at District 10, Sisters, where his son, Greg, is presently a Maintenance Worker.

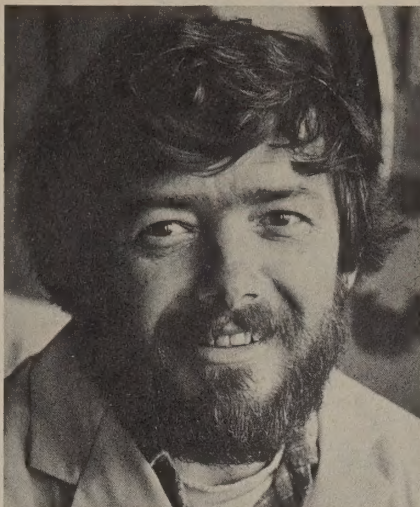
Don Wareing of Redmond died May 28. He started with the Parks Division in the early 1960's, first at Cove Palisades and later at the Lapine State Recreation Area. He retired in 1971 from Lapine as a Park Manager B.

Retirements

The following employees retired recently:

Laura Gilmore, 7070 Liberty Rd. S., Salem 97302; Clerical Specialist at DMV, 17 years.

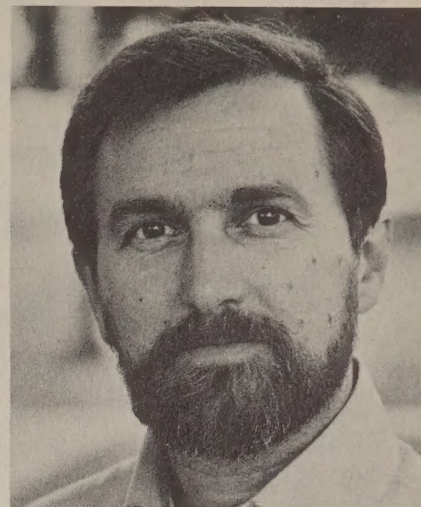
Vernon Melzer, 1030 6th Ave., Seaside 97138; Highway Maintenance Worker 4, 18 years.



Tom Stose



Suzanne Pichette



Karl Keller

Moving up the ranks

The following ODOT employees received promotions recently:

Frank D. Arnold, Park Manager C to Park Mgr. D, Portland.

Donald G.P. Baker, Sr., Programmer to Systems Analyst, Salem.

James G. Bosket, Highway Engineer (HE) 4 to HE 5, Salem.

Anthony T. Coleman, Engineering Aide (EA) to Engineering Technician (ET) 1, Portland.

Robert A. Edgar, HE 4 to HE 5, Salem.

Campbell M. Gilmour, Program Executive C to Prog. Exec. D, Salem.

James V. Henry, EA to ET 1, Salem.

Richard A. Holderby, Highway Maintenance Worker (HMW) 2 to HMW 3, Salem.

Roger A. Johnston, ET 2 to HE 1, Salem.

Karl E. Keller, HE 3 to HE 4, Salem.

Virgil E. Kudna, Heavy Equipment Mechanic (HEM) to Sr. HEM, Salem.

Christine A. Levy, ET 2 to ET 3, Salem.

Karen M. Malmberg, ET 1, to ET 2, Eugene.

Charles L. Middleton, ET 2 to HE 1, Salem.

Paul Andrew Morin, ET 1 to ET 2, Salem.

Floyd D. Myers, Park Foreman 1 to Park Mgr. B, Florence.

Jimmy L. Odom, Clerical Assistant to Cler. Specialist, Salem.

Michael F. O'Mara, Highway Maintenance Office Assistant to Management Analyst 1, Salem.

Douglas J. Patzer, HE 2 to HE 3, Salem.

Suzanne Pichette, Motor Vehicle Representative (MVR) 1 to MVR 2, McMinnville.

Richard A. Rogers, HMW 2 to HMW 3, Newport.

Robert D. Rudie, EA to ET 1, Portland.

Glen Schoessler, HE 1 to HE 2, Salem.

Julius B. Sevey, HE 3 to HE 4, Salem.

Terry J. Shike, HE 4 to HE 5, Salem.

Beverly Spooner, Cler. Specialist to Administrative Assistant, Salem.

Kenneth L. Stoneman, HE 1 to Supervising Highway Engineer A, Corvallis.

Thomas M. Stose, ET 1 to ET 2, Salem.

Herschel C. Sutter, Park Ranger 2 to Park Mgr. B, Brookings.

Sammy E. Templin, HE 1 to HE 2, Portland.

Victor J.A. Wassgren, ET 1 to ET 2, Beaverton.

Leo J. Wilmeth III, HE 1 to HE 2, Portland.

Joerger moves up; Hunter transfers

Two administrative changes have recently been made in the Motor Vehicles Division.

Bob Joerger, a budget analyst for the Executive Department, has been named to fill Tony DeLorenzo's former position as manager of DMV's Systems and Planning Section.

DeLorenzo is now manager of

Crews receive safety awards

The following ODOT crews earned safety awards recently:

Crew 080-66, Medford engineering crew, 300,000 hours; Bill Maude, supervisor.

Crew 080-39, Newport engineering crew, 200,000 hours; Charles Elroy, supervisor.

Crew 101-04, Salem fabrication shop, 150,000 hours; Edward Hansen, supervisor.

Crew 123-06, Lincoln City maintenance crew, 100,000 hours; Merrill Matson, supervisor.

Crew 170-01, Salem sign shop, 100,000 hours; Dale VanLaanen, supervisor.

Crew 013-04, Portland weighmaster crew, 50,000 hours; Alan Albrich, supervisor.

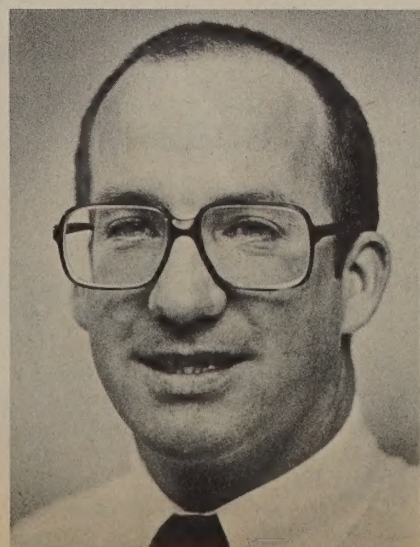
Crew 080-07, Salem engineering crew, 50,000 hours; Richard Nelson, supervisor.

the Driver Records Section.

Joerger is a former DMV employee. He worked from 1972 until 1977, first as a statistician and then as a management analyst, before moving to the Executive Department.

Joerger said he decided to return to DMV because the job provided the "right mix of developmental responsibilities" that he was looking for in his career.

"Managing a unit of professional people is something I've wanted to do for a long time," he said. "So the combination of duties and the timing to move on were just right."



Bob Joerger

Joerger said his experience as a budget analyst was good training for a manager position.

"It merges the two characteristics--working with people, and technical aspects like budgeting and planning," he said.

Jim Hunter, DMV assistant administrator and manager of the Driver Services Branch, has moved to the Department of Justice as administrator of the Support Enforcement Division, effective June 13.

One of his new duties will be management of the state's program that collects past-due child support from fathers whose children are on welfare.

Hunter started with the Highway Division in 1972 as a right-of-way agent for Region 1 at Milwaukie. He moved to the ODOT Director's Office in Salem as executive assistant in 1977, and to DMV one year later.

About his 11 years with ODOT, Hunter said they were "good years," ones that allowed him to work with "good, no, make that excellent" people, and for some very worthwhile and personally satisfying public services.

"I enjoyed the whole transportation spectrum," he said. "In fact, I told Fred Miller when I left that I hoped he believed in re-entry draft rights."



Norma Goroell

Goroell: one of the bosses

Norma Goroell is Oregon's first female Senior Weighmaster.

She was recently promoted from Weighmaster, her first job with ODOT, which she began at Farewell Bend in October 1979.

Goroell became one of 15 senior weighmasters in Oregon on June 1. Currently, nine out of 66 weighmasters are women, but she is the first to attain a senior position.

The promotion of a woman to this job is "unique," said Art Shelley, assistant chief weighmaster, noting that Goroell will have to become accustomed to her role reversal.

"She's always been working for men; now she is involved in supervising them. She's going to be one of the bosses."

On the job with ... Denny Moore

By Doug Roberts

Denny Moore loves parenting, whether it's at home or work.

"It's my baby," Moore says of the Public Transit Division, which he has administered since November 1970.

In 13 years as administrator of Public Transit, Moore has raised the division from a budget of \$54,000 to one of \$21 million for the just-concluded 1981-83 biennium.

During that same time period, the number of independent transit systems in Oregon has grown from six to 30, and ridership has tripled from 17 million to 53 million.

'The cuts bothered me at first. I took them personally.'

"I've personally done just about everything in this agency. I'm extremely familiar with all its details," Moore says.

"It's a terrific job. I am helping to evolve transit policy statewide from the top," he adds.

Being Public Transit Division administrator, though, is not what Moore had in mind when he began his career.

"I always wanted to be one of two things in life, either a city manager or a chamber of commerce manager," he says.

Transportation, however, appeared to be Moore's destiny from the beginning.

Born in the "Motor City," Detroit, in 1940, Moore has followed a family history of transporta-



Denny Moore tries the driver's seat in one of the new buses his division helped purchase for the Salem Transit District.

tion involvement. His great grandfather was a station manager for the Detroit train depot. His grandfather was an employee of the Chrysler Corporation during its early days, and his father worked for Chrysler for 35 years.

"To top it off, my brother sells auto insurance," Moore laughs.

Moore stayed in Michigan while obtaining a Bachelor of Arts in marketing and speech (1962) and a master's degree in public address and business administration (1963) from Central Michigan University.

As a Reserve Officers' Training Corps (ROTC) member, he was then committed to military service and sent to Fort Ord, Calif.

"I left Detroit on December 26, 1963. It was sort of a late Christmas present from Uncle Sam," Moore says. "It's nice to say I'm from Detroit."

For a year and a half, he served as housing officer at the base, administering 3,200 units. Upon completion of his service, he began pursuit of his professional goals.

"I interviewed with the western manager of the U.S. Chamber of Commerce and was so nervous that I spilled a sugar container all over the table," he says.

Participatory management style

While the Chamber of Commerce had no openings, it did lead Moore to the position of executive manager of the California Jaycees. He held the office for eight months and then became an assistant to the city manager for Palo Alto, Calif.

His work in city government steered Moore into a position with the League of Oregon Cities, where he remained for two years until the Public Transit Division leadership post opened.

The division was a year and a half old when Moore became its second administrator. "I was attracted to the position because it was similar to being a city manager.

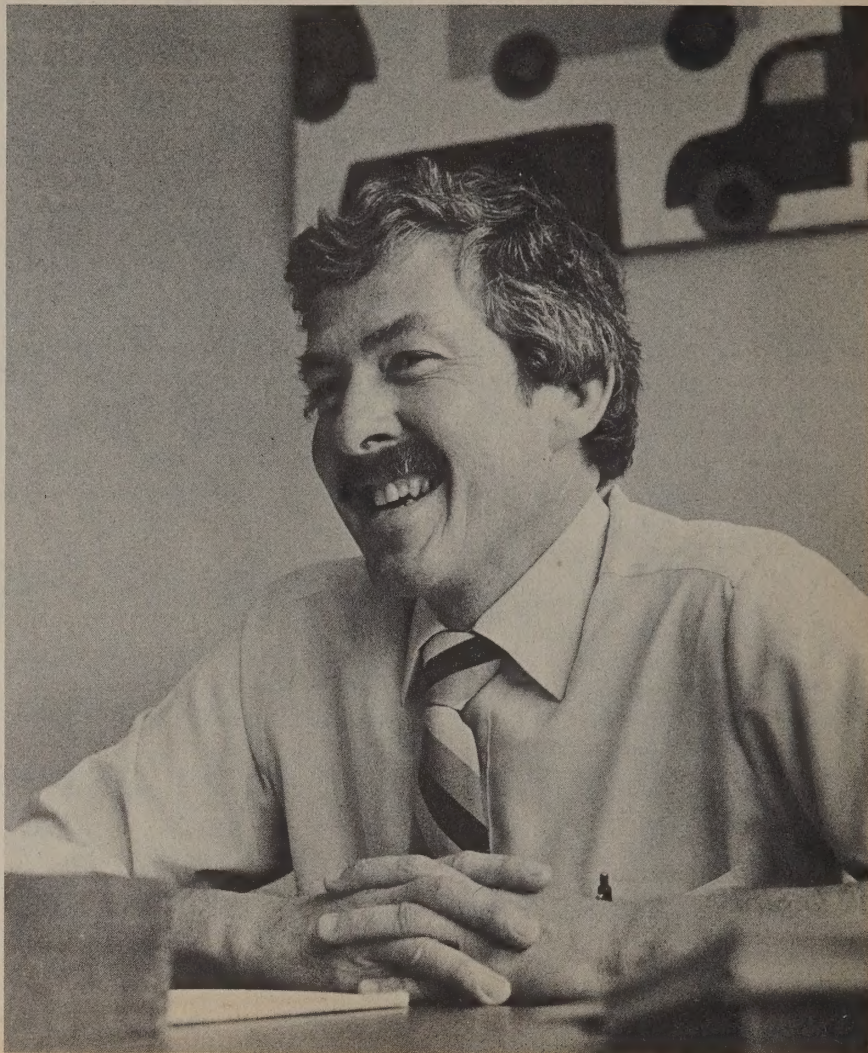
After 13 years, Moore says he is not tiring of the challenges of the position.

"Transit will never replace the automobile, but it's a darn good backup and a necessary public service," he says.

He credits his staff for much of the division's success. "They make my job a heckuva lot easier. They're highly competent and very dedicated," he says.

Moore has fostered the growth of his staff's abilities through a participatory management style.

"All decisions of any magnitude affecting this division are shared



decisions," Moore says. "It's not an entirely democratic process. There comes a time when someone has to cut the mustard and make a decision."

The decisions have not all been happy ones. Since August 1980, the Public Transit Division, as a General Fund agency, has taken seven budget cuts.

"I've helped to build the division, and now I'm helping to disassemble it," Moore says. "Someday we'll reassemble it as it should be.

'Transit will never replace the automobile, but it's a darn good backup and a necessary public service.'

"We've lost positions and programs, but we haven't had to let any people go. The cuts bothered me at first. I took them personally. They're beating up on me, I thought. They hurt. It took a fair amount of time to realize that it was happening to all General Fund agencies and not just mine."

While putting the financial problems in perspective, Moore has concentrated on the division's role as a "service organization."

When he first came to the depart-

ment, an old-timer told him that for a state agency to survive it must have a constituency. "Our first constituency was the senior citizens. No one was handling their transportation needs," says Moore, pointing to a "Senior Power" button on his office wall.

Since then, the division has assisted programs for the elderly and handicapped, and become involved with innovative experiments such as the Willamette Valley Rail and the Banfield Light Rail projects.

Of the \$21 million Public Transit administered during the 1981-83 biennium, \$14 million was the state's matching money for the Banfield Light Rail line. Moore sees light rail as just one of the future challenges for the division. Should another gasoline crisis hit, the tasks of the agency will be even greater.

For now, though, Moore is enjoying his parenting.

His emotional commitment to his three children is even stronger than his love for Public Transit.

"The most important thing in my life is my kids," Moore says.

He spends as much time as possible during the summer months with his 17- and 20-year-old daughters and 15-year-old son. A special place for the Moores is property he owns along the Willamette River from where they boat, waterski and fish.

Moore also makes time for jogging 9-15 miles a week, and taking classes at Lewis and Clark College toward a master's degree in public administration. He also plays the guitar and is just learning country and western swing dancing.

Befitting his transportation heritage and work, Denny Moore is always on the go.

Retirees let us know what's happening

Darel Rohrbough, 235 S.E. 84th Ave., Portland 97216; Ret. HWY, 1972.

Darel says he retired from the Highway Division after 42-and-a-half "wonderful years," where he met and worked with "great people."

He says he first started working on the Coast Highway at Wheeler, and finished almost 43 years later.

"Since retiring, my wife and I have made trips to Canada, Illinois, and Georgia," he says, and on April

1 they left for London, England, for three weeks to visit their son, John.

John Herr, 2680 High S.E., Salem, 97302. Ret. Hwy. 1974.

John dropped by for a visit last month while his wife was at bridge club. When he was ledger supervisor in the highway accounting section in the early 1970s, he was always wishing he had more time to play golf--work was interfering.

Now that he's retired--you guessed it--he's too busy to play

golf. In fact, he says, "I don't know how I ever found time for my job." But he has made time for helping the Salem "Meals on Wheels" program for the elderly and handicapped.

He and his wife are planning a flight to Alaska, returning by boat. Then they're flying to Los Angeles and taking a boat south through the Panama Canal.

He says he may work in a game or two of golf this fall, "if I'm not too busy."